went up on the bridge himself and ordered

the pilot to "go slow" and to "be sure to

go slow enough" and to "stop altogether

rather than get in any danger." The snorter

came out of the fog, big and black against the gray background and only a hundred yards or so dead ahead. As her outlines

Sir Thomas. To blow the customary three whistles might have made no end of trouble in the fog by causing misunderstandings among other vessels. An officer leaned over the rail, put a boatswain's whistle to his lips and blew three reedy piping blasts. Quick as a wink, the Erin's first officer caught a whistle from a petty officer and returned the salute in its own puny kind.

Everybody laughed. The comic note

after the st spense was a mighty relief.
Then came the tragedy. From the after deck rose a shout:

"Here comes the Shamrock!"

The big yacht was in the little circle of isible sea about the Erin like an appari-

tion materialized out of thin air. The spinnaker and mainsail were pulling her

Sou'-sou'-we-s-ti"
Still there was no sign that Wringe or
any of the sailers of the challenger heard.
"Shamrock Three!" shout of Capt. Matthews once more, Sir Thomas behind him
calling at the same time, "Louder, captain.

ouder!"
"The lightship," bellowed Matthews, "is

He dropped the megaphone. The Sham-rock had lest herself in the fog bank again, going in the other direction as though all

Pilgrim Dinner to Lipton To-night

The dinner of The Pilgrims of the United

States in honor of Sir Thomas Lipton

will be given at the Waldorf-Astoria to-night. In the absence of Bishop Potter, president of The Pilgrims, George T. Wil-

ant. Dr. Richard Coleman, who had been

Jones's division. Dr. Coleman has been

and showed symptoms of the fever. Dr.

Supt. Mabon was not consulted in the

that Dr. Coleman had been put in that ward

was suspended.

Some of the doctors carried the news to Dr. Coleman, who thereupon refused to remain in the hospital. All the other doctors tried to persuade him not to leave, but he was firm in his decision to go else-

where. An ambulance took Dr. Coleman

largest in the hospital, and it is cared for by a house physician and four assistants With the illness of Dr. Coleman and the

suspension of Dr. Jones, the 200 patients

were left with but two doctors to look after them, as another of the assistants.

Dr. Pyle, is on his vacation.

As a result Supt. Mabon had to call in Dr. E. C. Nammack, one of the visiting

physicians. Dr. Nammack had charge of the ward last night. It is likely that other

members of the visiting staff will take turns in doing Dr. Jones's work temporarily. Supt. Mabon announced that he would

make a charge of insubordination against Dr. Jones. The matter will be laid before the Board of Medical Examiners, who will

SHOT BY FIVE HOLD-UP MEN

Philadelphia's Outskirts.

PHILADELPHIA, Sept. 3.—Five men held

up and robbed Edward Pratt, a driver

for Pratt's Bryn Mawr and Philadelphia

Express, last night at Wynnewood. They

shot him twice in the head and once in the

back. The entire mounted police force of

Lower Merion township is scouring the

neighborhood for the robbers, who got only

a little over \$10. Pratt is at the Bryn Mawr Hospital, where it is believed he will recover

stopped his horses, while two others crawled in the back of the wagon. Pratt lashed his

horses in an effort to escape, whereupon

I nion No. 1 of Albany.

In Albany many of the ministers of care to have funerals on Sunday,

buried Saturday or kept until Tuesday according to the mandate of the union

As the robbers were searching his pock-

Express Driver Waylald and Robbed

an interne would have ended

The fourth medical division is one of the

to the Post Graduate Hospital.

sent for Dr. Jones and demanded an

matter and when he learned last

sistance to disease.

vas suspended.

lese behind her.

mrock vanished into shadowland first. For nearly an hour thereafter it was a game of blindman's buff with the skippers of the yachts. They were searching for the finish line between Sandy Hook lightship and the Navigator, which had stermed home in a hurry and anchored.

It was navigation by compass and guess work on the part of Capt. Barr and Capt. Wringe. The prolonged and dismal bellowing of fog whistles near the finish line didn't help the skippers any, as sounds in fog are no guides even to the ears of expert commanders.

HOME IN TRIUMPH

The breeze was piping merrily when Reliance was seen from the decks of the steam craft at the finish recreating herself. From a formless shape she suddenly sprang as if touched by magic wand into the full glory of her complete self.

And wasn't she reeling off the knots! The spray spurted from under her bows as she heeled to port. Her balloon jib topsail, bellying far out, looked as if it had got away from her sailormen. It hadn't,

She had apparently stood a little to lee ward of her course and she was taking in the big sail because it was knocking her off

Her men were letting the great billow of cotton flutter down gradually so as not to endanger the topmast. Forestaysail and jib, back of the balloon, helped to relieve the strain on it.

As it was clawed inboard Reliance headed up and finished to the least explosive greeting ever given at a Cup race.

SHAMROCK'S WANDERINGS.

speculation as to the time Shamrock would finish, after the lapse of fifteen minutes, turned to hope that she had not been lest in the fog. The Lipton tug Cruizer went off to the eastward to grope for her in the gloom

Meanwhile, Reliance's tender was scurrying around in an aimless sort of fashion to find her, as she had sailed into the oblivion of vapor just after emerging from it and crossing the line.

The Navigator rediscovered Reliance and notified her tug of the defender's whereabouts by megaphone. The tug hitched on to her and towed her in.

She flew American flags from her spreaders and her truck. After a long and searching scanning of the horizon down to the southward, folks

near the lightship decided that Shamrock had slipped by unobserved. She was seen during a riff in the grayness north of the line. Her skipper had not been so fortunate, or so clever, as Capt. Barr. She had passed to the eastward of

the lightship, instead of between it and the Navigator. Regatta Committee that she would work up to the line and finish formally. As there would be no significance in so belated a crossing, everybody was glad she lowered

sail and, in tow of the Cruiser, went to her

THE WINNING RACE.

anchorage inside the Hook.

Reliance Again Too Fleet for the Irish

A fleet of twenty-nine vessels went outside Sandy Hook early yesterday morning to see the last race between the Reliance and Shamrock III. for the America's Cup. There had been five fizzles since the second race had been sailed to a finish, and the faithful were rapidly tiring.

The prospect when they went down the bay vesterday morning was no better than it had been previous days this week. A baze hung over the water and there ward. The Regatta Committee signalled to each vacht, asking if it agreed to a postponement of the start, and, each boat promptly assenting, the signal announcing that the start had been postponed until later in the day was hoisted on the Navigator. While the boats were drifting around, the battleship Indiana arrived. and her hand did much to enliven things.

By noon the wind had freshened slightly, and fifteen minutes later the Navigator established a starting line at the lightship. Just before this the club topsail on the Reliance had been run down, and the largest one that the vacht carries was sent up in its place. As soon as the Navigator had anchored the postponement signal was lowered, and in its place the signal announcing that the course would be fifteen miles to windward and return was hoisted

The Shamrock at 12:25 dropped her tow line, broke out her head sails and began to get ready for the start. The Reliance followed her example a minute or two later. The wind was so light that Capt. Wringe had a small jib topsail sent up and broken out in order to aid the yacht In manœuvring. The committee signalled that the course would be south the wind coming from that direction and blowing five or six miles an hour. The tide was running out of the harbor, and outside the Hook an ebb tide sets to the east

THE JOCKEYING. of The preparatory gun sounded at 12:45. At that time both yachts were on the port tack, heading toward the line from the northeast. The Reliance was leading by about three boat lengths, and she was just a bit to windward of the Shamrock. Reliance's baby jib topsail was a little smaller than that of the challenger. In the light air that was blowing at the time the boats moved fairly fast through the water, which was perfectly smooth, a little roll coming in from the eastward. Both were close on the wind. After passing to the westward of the lightship, Reliance bore off a little Three minutes after the gun she took the starboard tack, and with the wind about abeam stood for the eastward, passing

to the southward of the lightship. The Shamrock passed between the committee boat and the lightship, and a minute after the Reliance she, too, took the star board tack, both reaching along the line from west to east, Shamrock leading by about two hundred yards, or half the length of the line. The Shamrock passed to the northward of the committee boat, and then, seven minutes after the preparatory signal, hauled on the wind again and headed

o the southwest. The Reliance nipped up too and held her position some distance off the weather quarter of the challenger. She was gathering headway all the time. She passed to the south of the committee boat just as the Shamrock bore off again, and both yachts reached on toward the west. Capt. Barr bore off, and then luffed up again

with the Reliance, killing time. The preliminary gun was fired at 12:56. The Shamrock at once hauled on the wind and then took the starboard tack. The Reliance hauled on the wind too, and taking the starboard tack, was passed by the

drew away from the Shamrock. They were heading back toward the committee end of the line, with three minutes to go. The Shamrock bore off, as did the Reliance, and the Reliance bore down on the Shamrock and got in close range of her again. She was then on the weather bow of the challenger. Both ran back to the

north, with sheets flat and wind aft. Two minutes before the gun the Reliance hauled on the wind again, and passed to the south of the committee boat. Then bearing off once more, she stood toward the north, the Shamrock at the same time heading northeast.

THE START.

With just one minute to go, the two boats drew close together, the Shamrock reach-ing, with the wind over her starboard quar-ter, and the Reliance running, with the

As the Reliance cleared the bow of the Navigator she hauled on the wind and went for the line on the starboard tack. The Shamrock was under her lee quarter, and after clearing the committee boat Capt. Wringe gave the Shamrock a sharp luff, and she followed on astern of the Reliance. The two boats reached along the line toward the east, the Reliance drawing away from the Shamrock.

Just before the handicap gun was fired, Shamrock hauled sharp on the wind, and, and, taking the root tack want for the line. The Shamrock was under her lee quarter

taking the port tack, went for the line heading southwest. The Reliance crossed on the starboard tack, heading southeast.

They were timed across the line as follows: Reliance, 1:01:56; Shamrock, 1:02. but the Shamrock was three seconds after the gun, and was handicapped by that time, making it necessary for the Reliance to beat

over the course by only 1 minute and seconds to win the race and the series. 35 seconds to win the race and the series.

By taking the port tack as soon as she crossed the line the Shamrock was getting the tide under her lee bow and being set up to windward. It was expected by some of the experts that the Reliance would tack at the same time the Shamrock went about. She would then have been right on the weather quarter of the challenging yacht. Instead, Capt. Barr held the Reliance on the starboard tack until 1:03:20, and then took the port tack and headed after the Sham-

the port tack and headed after the Sham On this tack the boats were heading to the southwest and making in toward the New Jersey coast, where the usual shift of wind favors the first boat in under the shore. The breeze freshened slightly soon after the start, and both boats did a

soon after the start, and both boats the little better sailing.

Shamrock was footing fast. A little more flow was given to her jib topsail sheet than to that of the Reliance, and it was lifting her right along, but Capt. Barr was working the defending yacht inch by inch well out to windward.

well out to windward.

The crews on both boats were at the lee side, to heel them as much as possible. The sea was smooth, with just a little roll coming in from the southward, which the yachts were taking on the weather bow, but it was not enough to bother either boat. At 1:25 a little fog rolled in from the south-ward and screened Shararock's club top-sail from view. Later on it made the out-line of the Reliance rather misty, but it didn't stay long this time.

MORE WIND.

The wind freshened up, and by 1:30 there The wind freshened up, and by 1.30 there was a nice sailing breeze. The Reliance's jib topsail was too large for her. She does her best work when turning to windward with one of the smallest jib topsails ever carried on a racing 90-footer. At 1:34-00 the jib topsail was run down, a smaller one bent on, hoisted and broken out. It took one minute and thirty seconds to make took one minute and thirty seconds to make

he change.
The wind was still breezing on, and the prospects of a race were bright. The Jersey shore was looming up out of the haze, and the yachts were about abeam of Normandie.

Reliance was not only pointing much higher than the Shamrock, but in the fresher breeze she footed faster, and slowly

fresher breeze she footed faster, and slowly but surely drew to windward of the challenger and by 2 o'clock was about abeam and, as nearly as could be figured, a quarter of a mile to windward.

They were so close in toward the Jersey shore that the fish pounds off Seabright and Galilee loomed up. At 2:05 they were about abeam of Shrewsbury Rook. The Shremscok was nearer in shore. At 2:07.45 Shamrock was nearer in shore. At 2:07:45 she took the starboard tack. The Reliance tacked five seconds later.

GOOD FOOTING

They were then about one mile of shore and the Shamrock had stood on until she was sailing in about six fathoms of water.
They were off Galilee, and on the rort. tack had sailed ten miles. This was fast

considering the lightness of the air.

They had held on so far on this tack that, had the wind held true, they would have fetched the turning mark on the next tack. But the wind backed to south-by-east and headed the vachts so that on the starboard

tack they were going east-southeast.
They were in slack water. On this tack
they took the seas, which were still not serious enough to interfere with either boat,

ous enough to interfere with either boat, under the weather bow.

Capt. Wringe sailed the Shamrock with a good full and let her foot. It was a repetition of the tactics he had shown every time the two boats had started together, but the Shamrock would not foot fast enough to offset what Rollance was gaining through to offset what Rollance was gaining through Capt. Barr's nipping her out to windward and taking advantage of every puff of air that was favoring the boat. The wind was puffy, and Capt. Barr seems to have the faculty of catching every puff that comes.

At 2:31:30 Shamrock took the port tack. The wind was followed a minute and twatty. She was followed a minute and twenty seconds later by the Reliance, that boat having been held on long enough so that when she tacked she was dead to wind-

ward of the Shanrock. On this tack they were heading southwest by south, or a point higher than they headed on the first port The sea was getting lumpy as the wind eshened. The jib tonsail of the control of

freshened. The jib topsail of the Sham-rock was too big and was knocking her off. The crews had been shifted from the lee rail to the weather rail.

At 2.43.30 Shamrock's Jib topsail was lowered and a small one was sent up in its place. It took two minutes and thirty

seconds to make the change.

The wind was still going to the east ward, and Capt. Barr, wishing to make all the easting he could, put the Reliance on the starboard tack at At 3:04:40 she went back on the ck. She was then at least threeport tack. She was then at least three-quarters of a mile to windward of the

challenger.

The Reliance took the starboard tack again at 3:13:20 and the Shamrock tacked twenty seconds later. She was then far astern of the defending yacht and quite a niece to leeward of the American boat'

The mark was in sight. Occasionally a faint ray of sunshine would catch on the bright cylinder that surmounts it aid

The Reliance took the port tack are had gone to south-southeast, a shift of two points since the start At 3:37:10 Reliance's jib topsail was taken in ard her balloon bent on aid sent up in its place. She turned the mark at 3:40:39

Her boom was gybed over to port and or Just twenty-six seconds after she went by the mark. Then the spinnaker pole was swung out on the starboard side and the big light sail hoisted up and outboard. It was broken out at 3:42.45.

BARR'S MEN ON THE JUMP

This was smart swork. In two ninutes six seconds from the time sie had
turned the mark she had gybed, broken
out her balloon and set her spinnaker.
Jib and fore staysail were run down and
she settled down on her course for the
lightship, fifteen miles away.

The Shamrock took the port tack for the
mark at 3:43:55 and at 3:46:30, although
more than five minutes away from the
turning point, the jib topsail was run
down and the men got out on the bowsprit
and sent up her balloon jib topsail. The
Shamrock, close hauled on the port tack,
passed the Reliance homeward bound with
all her kites drawing at 3:47:12.

At 3:51:46 the Shamrock turned the mark.
She gybed her boom smartly over to port

She gybed her boom smartly over to port and broke out the balloon jib topsail, that Shamrock, which was sailing on the de-fending yacht's weather quarter.

Both boats were then heading toward the southeast, and the Reliance again

rachtemen call it, drawing a few second quicker.

Then she got out her spinnaker, and here again the British sailors showed much smartness, the big piece of canvas being out and drawing one minute forty-nine seconds after the yacht turned the mark.

mittee boat, everhauling her on the way to the lightship and the finishing line. The Shamrock was lost in the fog. Little by little the fog swept in and hid the Reliance and the Navigator. Then with a clammy charge it rolled over the Erin seconds after the yacht turned the mark.

The Reliance had taken seven tacks to fetch the weather mark, while the Shamrock had worked the fifteen miles to windand she was as completely cut off from the world as though she had been in midocean. Now and then a whistle boomed out of the gray.

TIMES TAKEN AT THE MARK The times over the first leg of the course and the gains are shown in the following:

On the fifteen mile turn to windward the Reliance had gained eleven minutes and three seconds, but in actual sailing from the starting line, where the Shamrock was handicapped three seconds, the Reliance had beaten the Shamrock boat for boat

eleven minutes.

The seas were catching the yachts on the starboard querier and causing both to roll considerably. The Reliance's quarter lift was set up as soon as her spinnaker was drawing in order to keep the boom out of the water. She rolled much more than the Shamrock and the lift was set

Capt. Barr had the sails on the Reliance trimmed to better advantage than those on the Shamrock, and the spinnaker, which was guyed well forward, was spilling the wind nicely into the balloon, but as she wind nicely into the balloon, but as she rolled in the seas she was slatting the wind

out of her sails frequently.

The Shamrock was sailing on a much more even keel and her sails were kept drawing better, but, in spite of this, the Reliance was drawing away from the

They were travelling through the water at fair speed, and there was little doubt that the race would be finished within the time limit if the wind would only last. At 4:19 a fog bank rolled in from the south-east and cut off Shamrock's club topsail

from view.

The wind had shifted again and was coming from the southeast, so that the spinnaker could not be used. Stamrock's was taken inboard and lowered at 4:20. was taken inboard and lowered at 4.20, and Reliance's was taken in two minutes later. The wind was coming over the starboard quarter, and the yachts at once improved their speed.

YACHTS DISAPPEAR IN THE FOG After that little was known of what hap-pened on either boat until they reached the finishing line. The fog thickened. It fell down on the water suddenly and screened the Shamrock from view entirely. She could not be seen from vessels that were steaming along less than half a mile away. Then the wind blew the fog on and the Re-

Then the wind blew the log on and the Re-liance was lost to sight.

The vessels that were following the racers and forming the two lines between which they were sailing tooted their whistles, and every one of them hustled along to reach the Sandy Hook lightship. The Navigator, with the committee on board, was the first at the finish, and she anchored, making a short line, so that the lightship could be seen unless the fog shut

The steam foghorn on the lightship was blowing five-second blasts at intervals of twelve seconds. Every two minutes the Navigator sounded five short blasts on its steam whistle. From every direction could be heard steamers whistling and tooting to warn others where they were, and not a sign of the racing yachts could be seen. Everyone was peering in the direction from which they were expected to come, and all sorts of fantastic forms were figured out in the thick fog.

were figured out in the thick fog.

There had not been a fog to thick as that of yesterday in a Cup race since the Mayflower defended the Cup against the Galatea, in 1887. The yachts were then trying to sail a windward and leeward course from Sandy Hook lightship, but the fog shut in so thick that the race had course from Sandy Hook lightship, bu the fog shut in so thick that the race has to be given up. Several vessels nearly ran ashore on the Hook that day, and one big excursion steamer did ground on the

point of the Hook.

There was fog four years ago, too, when Shamrook I. and Columbia were racing, but the fog came usually then before the races started, and no attempt was made to get over the course.

THE DEFENDER COMES TO LIFE It was nearly half-past 5 o'clock, and the

the afternoon, when the flapping and banging of sails attracted the attention of all to a point westward of the course. Then, like a ghost, the Reliance could be made out aling out of the mist.

Capt. Barr had navigated his boat home well, but he had fetched up a little to leeward, and when he hauled more on the wind to fetch the line, the big balloon began to flap and bang, and it was that which attracted the attention of the yachtemen.

The yacht was tearing along at a great rate, but she had to haul up so sharply the balloon was lowered quickly. She was timed as she shot across the line at

tugs of the Regatta Committee, tooted its whistle, and vessels that were hidden in the fog could be heard saluting the successful defender of the America's Cup.

The Reliance sped on toward the north and was soon lost in the fcg. Then she was luffed up and her club topsail was lowered and she waited for her tug, the Guiding Star, to find her. The Guiding Star passed tow line to the yacht, and the sailor owered away the mainsail and iib

A big American yacht ensign was hoisted up to the truck: two others were set on the spreaders, port and starboard, and another ensign floated from the jackstaff, over the

Then she went on to the Hook, saluted by every vessel she passed, and escorted by the Corsair, North Star and other steam

American flags.
It was expected that the Shamrock would be from twelve to fourteen minutes behind the Reliance, and the whistles were kept tooting in order to show those on the chal lenging yacht where the finishing line was Everybody was looking to the southward and wondering what had become of the challenger, and not a few feared that some accident might have befallen her. It was just 6 o'clock, or half an hour after the Reliance had finished, when she was seen northeast of the finishing line, heading back on the port tack and about half a

mile away She had passed the lightship well to the eastward, so far away that those on board had not heard the tooting whistles, and by just how much she was beaten in the race

will never be known.

Her tug, the Cruiser, had gone to the eastward to find her. A line was soon passed to her, sails were lowered and she was towed into the Horseshoe.

The fog then played a tantalizing trick. It eleared away as if by magic and the yachts came up the harbor with the moon shining clear overhead and the shore light The summary of the race:

| Start | Finish | Elapsed Corrected | Time | Time | Time | Reliance | 1 01 58 | 5 30 02 | 4 28 04 | 4 28 04 | Shamrock | 1 02 00 | Did not finish | The Reliance won the race, and, having beaten the Shamrock three times, successfully defended the America's

challenge of the Royal Ulster On the last leg of the course, part of which was before the wind and part a broad reach, the Reliance sailed fifteen miles in 1 hour 40 minutes 21 seconds.

BUT SHAMROCK SAILED ON Lipton's Vain Endeavor to Put His Loss

Racer on Her Course. The last sight Sir Thomas had of the III-fated Shamrock III. in her flual race was almost melodramatic. At a little after 4 o'clock, when he and his guests rose from tes, they found a bank of fog had blown in from seaward to within half a mile of the Erin

The line of revenue cutters on her port fore all funerals scheduled for must be postponed until Tuesday side stood out clear and plain. On the starboard side they were all lost in the fog wall. The only vessels visible on that

THE EAGLES FEAST IN STATE.

TOM GRADY CALLS A HALT ON AFTER-DINNER POLITICS.

But There's No Downing the Tim Sullivan Boom-Women Folks in the Waldorf Galleries Hear the Speeches—Trip to Coney Island Planned for To-day. There was one horrible snorting warning that came out of the fog ahead. Sir Thomas

As the Hon. Thomas F. Grady said in his opening speech, the Fraternal Order of Eagles met at the Waldorf-Astoria last evening in surroundings of more freedom than the restraints of parliamentary intercourse permitted. They met, between 600 and 700 of them, in the banquet hall became clearer she was made out to be the Mongclian of the Allan State Line. Her skipper evidently desired to salute Sir Thomas. To Llow the customary three of the Waldorf at as fine a dinner as was ever served there.

It was a season of relaxation pure and simple, with the wives, sisters and other feminine admirers of the Eagles beaming down upon them from the galleries.

There was an undercurrent of Fagle politics in the atmosphere, for an election of national officers is to take place tomorrow, and the Hon. Tim Sullivan, who sat at (hairman Grady's left hand, is a promising candidate for National Grand Worthy President of the order. But Chairman Grady sternly frowned down on what early in the evening promised to be something like a Sullivan demonstration. He made it understood that there was to be no "rooting" for candidates. That ended politics for the evening.

through the water with a mighty ruso. The sailors were hauling down the balloon jib with the greatest difficulty. At Chairman Grady's left sat Del Cary Smith, the present Grand Worthy President of the order. Mr. Smith's home being in She was within a stone's throw of the Erin, right under her owner's eyes, and going like a racehorse.
"Maybe Reliance is lost in the fog,"
shouted an optimist, "and Shamrock's Spokane. Farther down to the left and a seat or two below the Hon. Timothy Sullivan there loomed up the unmistakable winning!"
"She's away, 'way off her course, sir, yelled the Erin's pilot to Sir Thomas. towering brow and thoughtful head of

towering brow and thoughtful head of hair of the Hon. William Sulzer.

Others on the platform were Judge Ritchie of Omaha, J. W. Palletier, Grand Worthy Vice-President, of Kansas City; Judge Edwards of Andersonville, Ind.; Senator Dodge of Iowa, Judge C. G. Nrgle of San Francisco, Edward Hirsch, State Grand President of Maryland; M. S. Chappelle, State Grand President of New York; A. C. Boll of York, Pa., and Judge James A. Fechtig of Baltimore. There was a quick consultation on the bridge. Capt. Matthews caught up a megaphone and roared through it at the mrock, which was now going away from "Sham-rock Three!" he shouted. "On o-o-a-r-d Shamrock Three!"
The crew of the Shamrock still bent their backs to the task of getting down that balloon jib. There was no sign that any one heard the captain's hail.
"On bo-o-o-ard Shamrock III." he roared again. "The lightship is sou'-sou'west!

Fechtig of Baltimore. It was half-past 10 o'clock when Chairman Grady rapped for order and proposed the health of the President of the United States. It was drunk standing and amid much cheering and waving of hancker-chiefs. Then Mr. Grady welcomed the visitors to New York in his own graceful way, and introduced the Grand Worthy President of the order, Del Cary Smith, who got a great welcome.

There was an emergency demand for detectives for the Waldorf sent in to the Tenderion station early in the evening and a squad of sleuths promptly reported. They were not needed, however, as a detachment from the Central Office was already

close behind her.

The next sight that Sir Thomas made out of the fog was Reliance in tow, with a great United States flag flying from her stern and smaller flags on each of her stays, and the yacht Corsair, with a big American flag fluttering from each masthead. They told the story.

The Reliance had found the finish line if Shampook had it. To-day the Eagles will be in business session, but there is an excursion planned for the friends and relatives who are with them. It will go around Manhattan Island, up the Hudson, and then to Coney Island, where all the big shows are thrown open

ODELL ON LABOR CONFLICTS.

He Says That Violence Should, if Necessary Be Met With Force. JOHNSTOWN, N. Y., Sept. 3 .- Gov. Odell

deliver d an address to-day at the Fulton county fair, in which he said:

county fair, in which he said:

In these days, when in the conflict of trade conditions arise which cause disturbances among these interests, too often our laws and their administration are assailed. In such events, order and its restoration are the first objects of those who are charged with the administration of our affairs. The outbreaks, therefore, which at times occur in defance and disregard of law should, if necessary be met with force and elessons taught which cannot be misunderstood. I know that this may come as a harsh conclusion to some, but so certain are we in our faith in the loyalty of the great majority of our people that we may feel assured that its utterance is in line with the best sentiment of our citizens.

It is the right of every man to sell his labor and his products in the best market. The development of our modern business methods has led to vast combinations of both capital and labor. So long as there is no infraction of the laws, the State recognizes them as legitimate. It does not, however, regard with the connection of the laws, the State recognizes them as legitimate. It does not, however, regard with the rights of individuals or interest.

of the laws, the State recognizes them as legitimate. It does not, however, regard with unconcern such discrimination as may interfere with the rights of individuals or of the State.

Upon our citizen soldiery we must depend for protection against breaches of the peace which our civil authorities are powerless to cope with, and therefore any action which may tend to discourage enlistment by either an employer or fellow laborer is a distinct crime against the State, and is so treated under our laws. Such action is nearly treasonable, and those who are responsible for it show an ignorance of our statutes if they hope to retard the administration of justice, because the same men may be commanded to act in the suppression of disorder by those who are charged with the enforcement and administration of our laws.

I am a believer in labor unions, and so long as their functions are exercised along lawful lines the right of the individual workman to pool his labor with that of his fellow man is undisputed. Actions, however, that are out of harmony with our republican institutions should be prevented as much as actions which may oppress labor and deprive it of its rights and enjoyments.

The fact that the Governor made no reflooking after most of them, and he was him-The other doctors say that his affection is due to overwork, which weakened his con-stitution, and therefore his powers of rehen the young physician became ill lones decided that it would be better to put him in a quiet part of the hospital than in one of the wards already crowded, and the patient was placed in one of the rooms of the Townsend cottage, which was donated for the use of women. This ward as a southern exposure and is one of the best ventilated in the hospital.

The fact that the Governor made no reference to the barge canal scheme was disappointment to many of the farmers of Fulton and Hamilton counties and caused comment. When the Governor entered the fair grounds he was preceded by a detachment of Company G, National by Senator Brackett of Saratoga, Con-gressman Sherman of Utica and Congress-Littauer gave a dinner at the Kingsborough to the Governor and his party. Jacob Snell, the leader of the Montgomery county Republicans, was not included

MINERS SHOW DISSATISFACTION. District Presidents Will Try to Have the Strike Commission Meet Again.

POTTSVILLE, Pa., Sept. 3.-Despite the declaration of Judge Gray, District Presidents Fahy, Nicholis and Dettrey of the coal miners said to-night, after the session of the mine conciliation board, that they have positive assurance, on the authority of Carroll Wright, that the Coal Strike Commission is not dead and can be reconvened at any time. The mine representatives are preparing to push President Fahy's resolution that a joint session of the com mission and the arbitration board be held. The board, after being in session to-day, decided to hold the next meeting in Philadelphia for a three-days session, beginning on Sept. 15, and passed resolutions requesting one of the circuit Judges of the Third Judicial district of the United States to appoint an umpire to decide upon any question on which the board may fail any question on which the board may fail to agree at that time.

A crisis was reached to-day by the board when the two most important questions

The wounded man says that he was driv-ing along a dark part of the Lancaster pike when three men ran out of the bushes and affecting the anthracite miners were brought up. They related to the short Saturday and the net and gross payment East Ridge, Lytle, Oakhill and William Penn colliers. Complaints were received from timber cutters and the contract leaders, no Complaints were received from

ets several men, attracted by the shots came upon the scene and the thieves fled. definite action being taken as to them President Fahy submitted resolutions providing for a Saturday of seven hours and twelve minutes without a reduction NO FUNERALS ON LABOR DAY wages and a provise for payment fo That is the Mandate of Livery Employees' in wages and a proviso for payment for all time over this short day, and providing for an increase of 10 per cent. on the car and yard for contract employees. The blard is "deadlocked" on these problems, which will ALBANY, Sept. 3. Livery Employees "deadlocked" on these problems, which will be referred to the umpire.

Portsynthe, Pa, S pt. 3.—The concilia-tion board met in the office of Superin-tendent Luther of the Philadelphia and tending tool and Iron Company at about it o'clock this morning. Carroll D. Wright, the umpire, was not present at the inseting. Union No. 1 of this city inserted an advertisement in to-night's issue of an evening paper which says that as Monday is Labor Day, and the members of the union propose s afternoon it was announced that Wright's communications to the board that persons who die to-morrow must be

were not as was at tirst supposed decision.

matters referred to him, but only in

H.O'Neill & Co.

Store Open Until 6 o'Clock Saturdays.

Special Offerings for Friday and Saturday.

Dress and Steamer Trunks.

CANVAS COVERED DRESS TRUNK, heavy birch cleats on cover and all around body, extra wide bindings, brass plated, excelsior lock, one deep tray with hat box and packing

compartment. 28 inch 30 inch \$5.25 \$4.50 \$4.85 All sizes up to 40 in proportion.

28 inch \$5.45

two centre bands, closely nailed, thoroughly protected with the best of malleable trimmings, iron bottom, hardwood cleats, full linen lined. 30 inch

IRON BOUND STEAMER TRUNK.

\$5.89 All sizes up to 40 in proportion.

6.25 (New Farement.)

Manufacturers' Samples of Women's and Children's Hosiery.

WOMEN'S FAST BLACK LISLE HOSE; also FINE COTTON HOSE, together with a large assortment 24C of neat, fancy designs, at, per pair Value 35c. to 50c.

CHILDREN'S SCHOOL HOSE. ribbed, extra heavy and medium weight fast black cotton, made double soles, Value 25c. to 35c.

(Fourth Floor.)

Genuine Bagdad Portieres, \$2.50.

Actual value, \$4.50.

Reversible, and all have fine wide stripes in a large variety of color combinations. They are particularly adapted for covers and curtains, and have never, to our knowledge, been \$2.50 offered for less than \$4.50 each; sale price, each......

This Week We Are Offering Splendid Lot of California Wool Blankets

From \$2.50 to \$10.00 Pair That Are Worth from 1-3 to 1-4 More Money."

Sixth Avenue, 20th to 21st Street.



President's Midnight Visitor Is Insane

-Larger Guard Asked For. MINEOLA, L. I., Sept. 3-Henry Weilrenner, who was arrested on Tuesday night at Sagamore Hill while seeking an interview with President Roosevelt, and who had a loaded revolver, passed last night in a cell in the Nassau county jail, having been brought here yesterday afternoon from Oyster Bay by Deputy Sheriff McQuade. Weilbrenner was examined yesterday afternoon by Drs. Irving F. Parnes, George A. Stuart and James Hall, who pronounced him insane, and on their who pronounced him insane, and on their decision Justice Franklin of Oyster Bay

committed him to the county jail here.
At 11:30 o'clock this morning Weilbrenner was brought before County Judge was brought before County Judge Rea-bury and formally committed to the State Asylum at Kings Park. The proceedings before Judge Seabury were very brief. The Court asked Weilbrenner on what charge he had been arrested, and he replied that he did not know. The Judge then made out the commitment papers, and Weilbrenner was taken to the Kings

Park Asylum this afternoon.

Oysren Bay, N. Y., Sept. 3.—A request has been sent to Secret Service head-quarters, in Washington, to have the force here strengthened by at least three or four here strengthened by at least three or four men. The request was made by the men in charge of the Secret Service squad here. Many telegrams were received at the Executive office to-day from friends of the President inquiring whether Mr. Roosevelt had really been in imminent danger of being whother the exaggerated and sensational shot, as the exaggerated and sensational stories which some papers published of the incident made it appear. The state-ment was made at the Executive office o-night that the President had not been in imminent danger and that he was not at all disturbed by the affair. The crazy man did not point the revolver at Mr. Roosevelt. It fell out of his pocket when he was dragged rom his carriage

15 FRENCH BEAT 4 AMERICANS. Soldiers in Brawl at Pekin and Our Men Are Wounded.

Special Cable Despatch to TWR SUN LONDON, Sept. 4 .- A despatch from Pekin says there was a brawl there yesterday between fifteen French and four American soldiers. Two of the latter were severely wounded by bayonet stabs inflicted by the

Hanged Himself to Escape Gallows. BUTTE, Mont., Sept. 3.-The hanging of Martin Zidmair for a murder committee nearly ten years ago was to have taken place at Livingston at daylight to-mor-row morning, but at an early hour this morning the condemned man eluded the of the death watch and hanged nimself with a leather belt in his cell

John Bates Drayton, a New York broker with offices at 52 Broadway, whose home had been in Plainfield, N. J., since 1875, gled had been in Plainfield, N. J., since 1875, died on Wednesday afternoon at Lake Placid, N. He had been spending the summer at Loon Lake, but in the hope that a change would be beneficial, he went Wednesday morning to Lake Placid. Death was due to a benorrhage He was an active member of the Hillside Tennis and Golf Club, and of Grace Episcopal Ceurch in Plainfield. He is survived by his wife and two daughters. He was 36 years old.

"William H. McLeod of 134 West Fights."

eighth street, the American agest Fighty.

WEILBRENNER IN AN ASYLUM. SET TRAP FOR TRAIN ROBBERS. Special Carrying Armed Officers Sent

Ahead of Northern Pacific Limited. BUTTE, Mon., Sept. 3.-The supposed resence in this State of the escaped outaw, Kid Curry, has started many rumors as to projected hold-ups by Curry and his gang

f desperadoes.

Northern Pacific officers had a tip that this norning the North Coast Limited was to held up, and in consequence a specia train was sent out ahead, loaded with special officers. Every man had a rifle and revolve and the windows of the special were barr caded. This train kept a mile ahead of the North Coast Limited all the way to see it safely to Spokane.

Burlington System Advances Wages. LINCOLN, Neb., Sept. 3 .- The engineers and firemen of the entire Burlington system to-day received an advance of from 10 to 15 per cent. in wages. The company took this action voluntarily. Within the past year other departments of the road have received similar advances, but this is the only one where no request had been made.

BUSINESS NOTICES.

Mrs. Winslow's Soothing Syrup for children techning softens the gums, reduces inflammation ilays pain, cures wind colic, diarrh a, 25c, a bottle MARRIED.

ALLING-COOKE -At Providence, R. I. on Sept. 1, by the Rev. Dr. Cooper, Jennie

Allen, daughter of Elton Cooke, to the Re Morris Egra Alling, Yale Divinity. ANDALL-MAYER .- At Grace Church, Water ville, N. Y., Sept. 2, 1908, Dr. Edward Gov. Randall, son of the Rev. E. H. Bandal

Miss Ada Pauline Mayer, daughter of Lieu W. G. Mayer, late U. S. N. HAYER -- BROOKS. On Thursday, Sept 3. Trinity Church, Newport, R. L. by the Rev. Ernest J. Dennen, assisted by the Rev. Sherrar Billings, Miss Gladys Baldwin daughter Mortimer Brooks, to Eugene Van Rens

selaer Thayer Jr. DIED.

HAVE Suddenly, at Linwood, L. I. Sept 1 Ella Clist Chave, wife of Thomas C. Chave, Sept. 6, at 1 o'clock P. M. and at St. Paul M. E. Church at 1:80 o'clock. Relatives and friends invited to attend.

DRAYTON -Suddenly, at Lake Placid, N. Y., on Sept. 2, 1903, John Bater Drayton of Plata-field, N. J. Notice of funeral hereafter.

ARDNER. -On Thursday, Sept 3, 1903, at Share Springs, N. Y., John H. Gardner, in his w ENNINGS. At Southport, Conn. Sept 3. hares

Jennings, agod 78 years
Funeral from his late residence, Southport, 88
Monday, Sept. 7, at 230 P. M BONARD -At Albuquerque, New Mexico Aug. 31. 1903, Henry Hone Leonard. son of Joseph C. and the late Hannal E ward Leonard, in the soth year of his age

MCGEARY - At Jersey City, Sabina L., wife of Thomas J. McGeary Funeral services at St. Joseph's Church Hald win av , Saturday, Sept. 5, at 10 A NICOLSON -On Thursday, Sept 3, 1903, William

Funeral services Saturday evening, at 8 c. at his late residence, 697 DeKail, av. Interment private IVLANCE -At Onteora Pers. Calif.

arrival of 12 o'clock | Vangatuck train M

Nicolson.